

Admiral

Enforce



Don't just track your assets. Let them enforce the plan.

Admiral turns trailers, tractors, chassis, and containers into assets that verify whether access or movement is authorized, enforce that decision locally, and record what physically happened. Let's look at how it works, then discover all it can do.

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The System at a Glance

Admiral decides what is allowed, enforces that decision on the asset itself, and keeps the record of what physically happened. Rules are evaluated onboard, so an asset keeps working through a dead zone, an unattended yard or a closed gate.

VERIFY

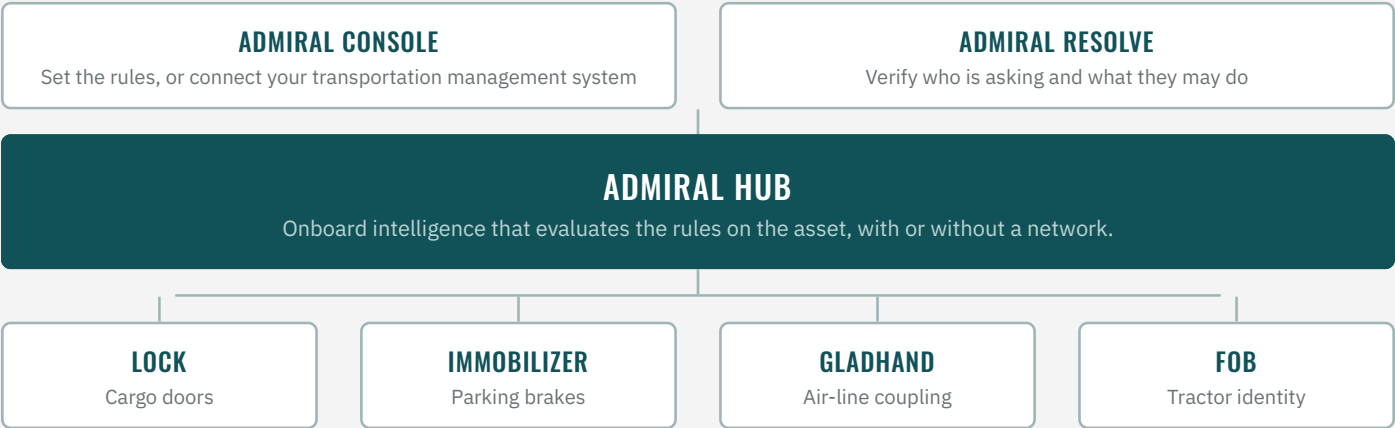
The asset checks tractor identity, location, time, operating plan and the authority behind the request before anything moves or opens.

ENFORCE

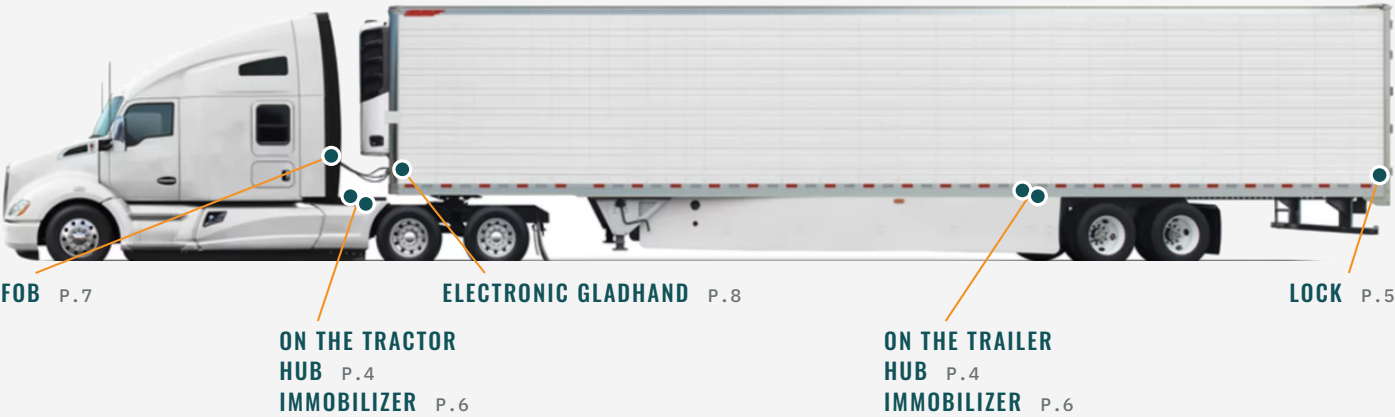
Doors stay locked, parking brakes stay applied and the air line stays unavailable until those conditions are met.

RECORD

Every authorization, seal and physical event is attributed to who did it, where and when, and travels with the asset.



WHERE THE COMPONENTS GO



A tractor and trailer each carry their own Hub and Immobilizer, so either can be protected on its own or both together. A chassis takes the Hub and Electronic Gladhand (page 13), a container the Hub and Lock (page 14), and a tractor on its own the Hub, Immobilizer and Fob (page 15).

One brain on the asset. Four places it can say no. One record of what happened.

01 - The Hub



THE EQUIPMENT

The Hub provides the onboard intelligence for Admiral. Mounted on the asset, it understands where the asset is and what it is doing, applies authorization rules, and coordinates the Lock and Immobilizer.

- Uses GPS, motion and vibration sensing to understand asset location and state
- Communicates locally with Admiral devices and users, and connects to transportation systems over cellular or Wi-Fi when available
- Up to 12 months of battery life keeps the asset protected and operational through extended periods without tractor power
- Recharges from a solar panel, or can be wired into the trailer to charge whenever a tractor is connected

HOW IT WORKS

Authorized users, or the systems they already use, tell Admiral what should be allowed. Rules can be created in advance, sent to the Hub and carried with the asset.

- Authorization can depend on location, time, movement, tractor connection and other conditions the Hub can verify itself
- The Hub continuously evaluates those conditions. If the conditions that permitted an action change, the asset can withdraw that authorization
- When authorized, the Hub commands the Lock or Immobilizer to permit the physical action; when authorization is absent, it prevents it
- Because rules are evaluated on the asset, routine operations can continue normally without a live network connection or a cloud decision for each action
- When cellular or Wi-Fi connectivity is available, the Hub receives updated rules and reports physical events and asset state back to Admiral

One brain, three jobs: verify the situation, enforce the authorization, and prove the outcome.

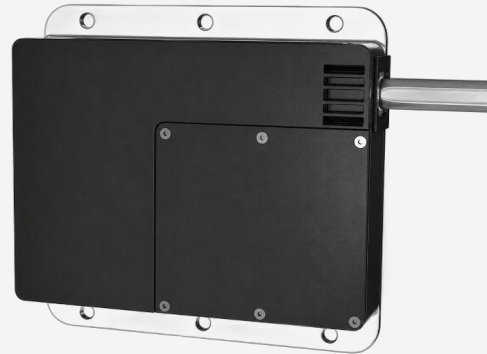
INSTALLED ON: TRAILER – P.12

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TRACTOR – P.15

02 - The Lock



THE EQUIPMENT

An electromechanical interior lock mounted inside a trailer or container door, where it cannot be accessed from outside. It secures the door, senses its physical state and provides a digitally attributable seal.

- Works with swing and roll-up doors
- Communicates locally with the Hub so the asset can secure or release the door without depending on a live network connection
- Independently detects lock state and door position, distinguishing closed, open, locked and unlocked states
- Up to 18 months of battery life keeps the Lock operating through extended periods without external power
- Recharges from a solar panel or, on a trailer, can be wired in to charge whenever a tractor is connected

HOW IT WORKS

The Lock turns authorization into an automatic door workflow. It decides when access can begin, verifies what happens at the door, and secures it again when the workflow is complete.

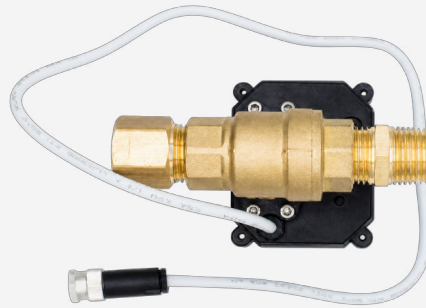
- The Hub can authorize access based on location, time, user, operating plan and other conditions
- In transit the door stays locked, unlocks automatically at the authorized consignee, monitors the opening and closing, then relocks when the door is shut
- If the conditions that allowed access change, the asset can withdraw authorization and secure the door as appropriate
- Authorized drivers can also access locally from their phone, while operations teams or connected transportation systems can authorize access remotely
- When the Lock is digitally sealed or the seal is broken, Admiral records who performed the action, where it occurred and when
- Lock state, door position and seal history can be read locally or remotely, so the gate and the back office see the same physical record

Know the state. Know who changed it. Know where and when.

INSTALLED ON: TRAILER — P.12

CONTAINER — P.14

03 - The Immobilizer



THE EQUIPMENT

A pneumatic enforcement device installed in the trailer or tractor parking-brake line. Controlled by the Hub, it prevents the parking brakes from being released unless movement is authorized.

- Acts on the parking-brake without operating or interrupting the service brakes
- Receives its commands from the Hub
- Built-in safety controls prevent immobilization while the asset is moving or when other required safety conditions are not met

HOW IT WORKS

The Hub turns movement authorization into physical control of the brakes. The Immobilizer executes that decision.

- The Hub can authorize movement based on tractor identity, location, time, operating plan and other conditions it can verify
- After drop, a trailer stays immobilized, releases automatically for the authorized tractor, and returns to a protected state once the movement is complete
- Drivers, operations teams and connected transportation systems can provide or change authorization through Admiral
- If the conditions that permitted movement are no longer satisfied, the Hub can withdraw authorization and re-immobilize the asset when it is safe to do so
- The Immobilizer reports its actual state back through the Hub, providing evidence that movement was physically enabled or prevented

No authorization, no release. A mechanical fact, not a deterrent.

INSTALLED ON: TRAILER – P.12

CHASSIS – P.13

TRACTOR – P.15

04 - The Fob



THE EQUIPMENT

A compact, badge-sized device mounted on the tractor that identifies it to any Admiral-equipped asset it approaches.

- Broadcasts a short-range identity signal that any nearby Hub can check
- One Fob per tractor. It travels with the vehicle, not the driver
- Carries a unique tractor identity associated with carrier and vehicle information

HOW IT WORKS

Before a trailer or chassis will release, its Hub checks the Fob's identity against an authorized list. Set only by the asset's owner.

- Authorization can be pre-registered before the tractor ever arrives at pickup
- A mismatch keeps the asset locked and immobilized, no matter how the connection is attempted
- Works the same way in a chassis pool as it does with a trailer, as long as the tractor is already an approved pickup tractor for that specific chassis
- Authorization can be set at the fleet level or narrowed to a single load-to-tractor pairing, when only one specific tractor should ever connect to that load

One Fob per tractor. One authorized list per pickup, set by the owner and never by the driver.

INSTALLED ON: TRACTOR — P.15

USED IN: LEASE POOL — P.20

05 - The Electronic Gladhand



THE EQUIPMENT

A gladhand with integrated physical access control, designed for compliance and coupling workflows. It keeps the trailer or chassis air-line connection unavailable until Admiral determines that the required conditions have been met.

- Provides a physical enforcement point at the tractor-to-asset air connection
- Ideal for process-control use cases where hookup should not proceed while loading, inspection or another required step is still in progress
- Works with the Hub and Admiral authorization so the connection becomes available only when the operating conditions are satisfied

HOW IT WORKS

The Electronic Gladhand turns authorization into a physical coupling workflow: verify the tractor and operating conditions first, then make the air connection available.

- Admiral can authorize hookup based on tractor identity, chassis assignment, location, time window, loading or inspection status and other operating conditions
- An asset being loaded keeps its air connection unavailable until loading is complete. Once that clears, the authorized tractor connects without waiting for a separate release from operations
- Rules can be prepared in advance and carried by the asset, so the connection can be released locally when conditions are met even if network connectivity is unavailable
- If the authorization or operating conditions do not match, the connection remains physically blocked
- Authorization and hookup attempts are recorded, providing evidence of what was permitted, where and when

The asset makes the air connection available only when the next step is authorized.

INSTALLED ON: CHASSIS – P.13

06 - Admiral Resolve

Admiral Resolve verifies the people and permissions behind freight decisions at the moment they are made. A company can be legitimate while the person using its name is not. A driver can be real while the instruction that sent them originated from someone who was never authorized. Resolve checks the individual request rather than assuming that a valid company, document or account makes the action legitimate.

THE THREE QUESTIONS

For each pickup, access request, routing change or handoff, Resolve answers three questions:

- Who is asking?**
Verify that the request came from the real person, equipment or system, not someone impersonating them.
- Who do they represent?**
Confirm that they are actually acting for the carrier, shipper, broker or other organization they claim to represent.
- Are they allowed to do this?**
Verify that the identified party is authorized for this specific action, for this load, at this point in the operation.

HOW IT WORKS

The result travels with the operation. Downstream participants can see whether the authorization chain remains verified, and each approval or denial becomes part of the record.

TWO WAYS IN

- Forward an existing request to **verify@** for verification
- Or create a **Resolution Request** directly in Admiral for recurring workflows
- Both produce the same enforcement-ready decision

When used with Admiral Enforce, that decision does not stop at a screen. Authorization propagates to the asset, where the Hub, Lock, Immobilizer or Electronic Gladhand can enforce the approved conditions physically.

< Back

Confirm Request

This request was received from your email.
Confirm or decline.

From:
bob@level5fleet.com

Subject:
Request to change delivery appointment

Message:
"Hi Jeffrey,
Can we move the delivery appointment for load 1234 from Thursday at 9:00 AM to Friday afternoon instead?"

✓ Yes, approve

✕ No, report

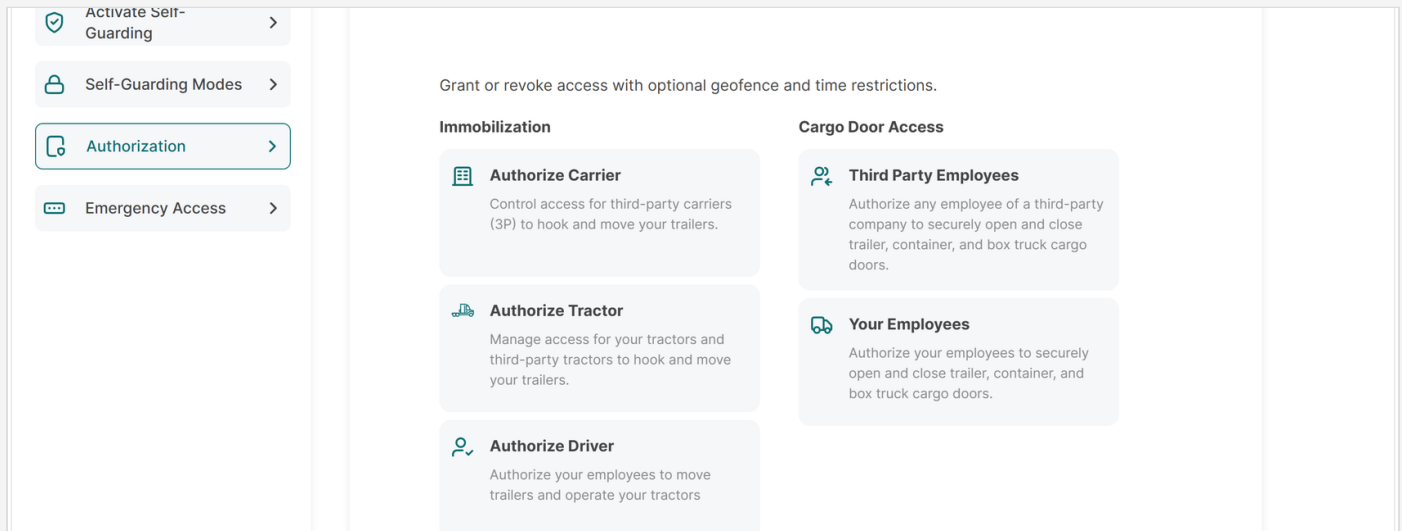
The named party confirms or declines the request itself, so the instruction is verified with the person it claims to have come from.

Verify the request. Verify the permission. Carry the decision to the asset.

See pages 4–8 for the equipment that enforces a Resolve decision.

USED IN: STRATEGIC THEFT – P.25

07 - Admiral Console



The Admiral Console is where you teach Admiral how your operation should run. Define what should be allowed, required or prevented, connect the information Admiral needs, and manage exceptions when the operating plan changes.

There are three ways to do it:

- **Configure it:** use menu settings to create rules based on location, time, asset state, tractor identity and other operating conditions
- **Integrate it:** connect existing transportation systems through our APIs, which create, update and remove Admiral rules, so dispatch, load, maintenance or other operational data drives Admiral automatically
- **Teach it:** describe how your operation works, provide the policies or information sources Admiral should use, and let Admiral turn those instructions into executable asset rules

Whichever approach you use, the result is the same: the operating plan reaches the asset, where the Hub can evaluate it locally and the Lock, Immobilizer or Electronic Gladhand can enforce it physically.

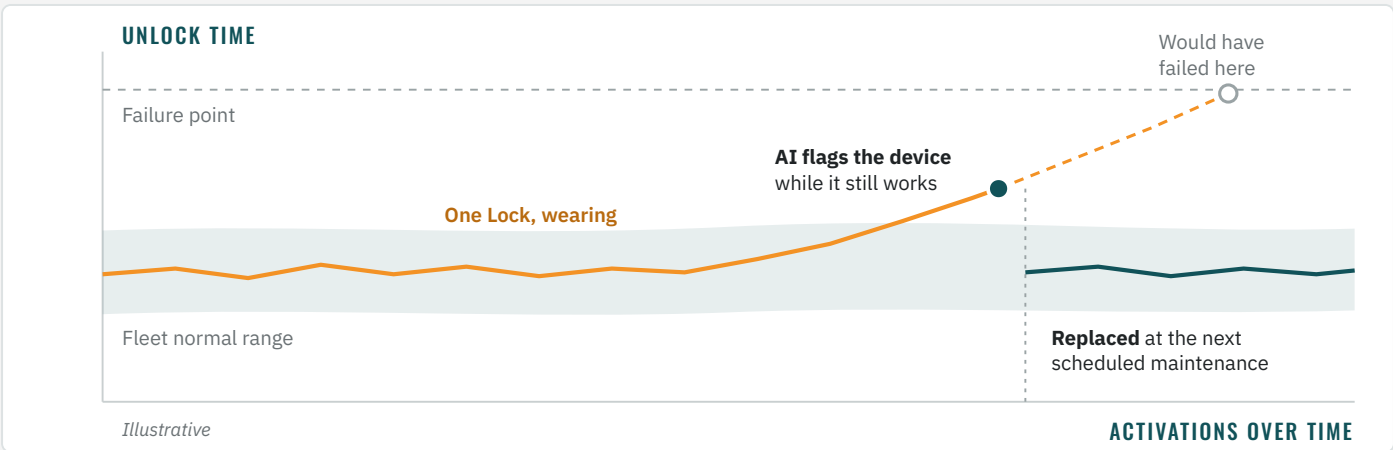
The Console also lets authorized users see asset state, review physical events, manage exceptions and intervene when needed.

Teach it or integrate it, and then let the asset manage the workflow.

See pages 4–8 (Hub, Lock, Immobilizer, Fob, Gladhand) for the equipment the Console manages.

08 - Equipment Health

Admiral watches its own equipment as closely as it watches the asset. Every lock, unlock and release is measured, compared with the rest of the deployed fleet and with that device's own history, and used to predict mechanical failure before it happens.



WHAT WE MEASURE

- **Current draw:** the amps each action needs
- **Actuation time:** how long each lock and unlock takes
- **Battery condition:** charge and how well it holds
- **Cycle count:** activations over its working life
- **Signal strength:** the quality of its connections
- **Temperature:** the conditions it works in

TWO COMPARISONS

- **Against the fleet:** each device is compared with every other device of its type in service, so an outlier stands out early
- **Against itself:** each device is compared with its own history, so gradual wear shows up as a trend long before it becomes a failure

WHAT CHANGES

- **Service before failure:** AI models flag a device whose readings point toward mechanical failure while it still works
- **Planned, not roadside:** the device is replaced at the next scheduled maintenance, not after it fails at a consignee's dock or leaves a trailer unprotected
- **A long working life:** the equipment is expected to last at least 15 years, with a field-replaceable battery, and monitoring keeps it performing across that life
- **Moves with the fleet:** when an asset retires, its equipment comes off and goes onto the replacement asset

Every activation is also a health check.

See pages 4–8 for the equipment Admiral monitors.

01 - The Trailer

The Hub, Lock and Immobilizer work together on the trailer as one system for sensing, authorization and physical enforcement.

SCENARIO	ADMIRAL SOLUTION
Trailer disconnects from its tractor	Doors lock, brakes engage
Unauthorized entry is attempted	Tamper and motion sensors trigger, alert sent
An authorized tractor connects	Doors unlock, brakes release
Trailer is moving with its doors unlocked	Alert sent, trailer doors lock automatically
Trailer is due for inspection	Lock the trailer down so only the maintenance team can move it
Driver resetting hours	Lock the doors and brakes automatically
Yard closed for the night	Automatically lock all trailer doors and brakes within the geofenced yard until next opening hours
Yard has a yard tractor	Allow all trailers within the geofenced yard to automatically unlock when connecting with the yard tractor
Trailer being pulled by a third party	Allow the third-party driver to unlock the brakes but not the doors

Set the conditions once. The trailer manages its own access and movement from there.

See pages 4–6 (Hub, Lock, Immobilizer) for how each component works on its own.

02 - The Chassis

The Hub and Electronic Gladhand work together on the chassis as one system for sensing, authorization and physical control of the air-line connection.

SCENARIO	ADMIRAL SOLUTION
Driver requests empty chassis pickup	Server checks pool limits and grants access
Driver picking up the wrong chassis for return	Chassis denies hookup access
Empty chassis dropped	Lock automatically engages
Yard is unsecured or unmanned	Driver presents credentials; chassis unlocks

Set the pickup conditions in advance. The chassis enforces them at hookup without daily intervention.

See pages 4 & 8 (Hub, Electronic Gladhand) for how those components work on their own.

03 - The Container

The container uses the same Admiral Hub and Lock as a trailer, adapted to manage container access, custody and handling events.

SCENARIO	ADMIRAL SOLUTION
Container leaves the shipper	Doors lock and digital seal engages automatically; custody starts here
Container reaches its authorized destination	Access is enabled automatically under the delivery rules
Container loaded onto the wrong chassis	Pairing mismatch detected; Admiral-equipped chassis remains immobilized
Container lifted and set in a stack	Detects the lift and set-down and reports its estimated position in the stack
Digital seal is set or broken	Records who performed the action, where it occurred and when
Seal is broken outside the authorized workflow	Custody exception is recorded and the appropriate operations or inspection workflow can be triggered
Container arrives with its digital seal intact since a trusted origin	Authorized gate or enforcement systems can verify the uninterrupted seal history locally or remotely

The container remembers its custody, verifies its pairing, knows how it was handled, and carries the evidence with it.

See pages 4 & 5 (Hub, Lock) for how those components work on their own.

04 - The Tractor

The Hub, Immobilizer and Fob work together on the tractor as one system for sensing, movement authorization and trusted vehicle identity.

SCENARIO	ADMIRAL SOLUTION
Tractor parks	Hub automatically immobilizes it according to the operating rules
Authorized movement conditions are met	Hub releases the Immobilizer and the tractor can move without a separate unlock step
Someone attempts to move the tractor without authorization	Tractor remains immobilized and the attempted movement is recorded
Tractor approaches an Admiral-equipped trailer or chassis	Fob presents the tractor's identity so the other asset can verify whether the pairing or pickup is authorized

The tractor carries a trusted identity to every Admiral trailer it approaches.

See pages 4, 6 & 7 (Hub, Immobilizer, Fob) for how those components work on their own.

USED IN: OWNER-OPERATOR – P.16

01 - The Owner-Operator

NOWHERE SAFE TO PARK

There has been a shortage of truck parking for years. Drivers routinely end up in unsecured lots, road shoulders, or gravel yards just to legally take required rest. There simply aren't enough safe spaces to go around.

An idle rig sitting unattended overnight is the easiest theft target there is, and independents rarely have the buffer to absorb a loss. A stolen tractor doesn't just cost money. It can end a one-truck business outright, mid-load, with no fleet safety net behind it.

WHAT THE RIG DOES ON ITS OWN

Admiral protects the one asset an independent can't afford to lose, without adding a second job to the driver's day. The rig locks itself down every time it's parked. No separate step, no extra equipment to manage.

- This is protection an independent owns outright
- Creates a documented security control fleets can bring into insurance and risk conversations
- One less thing to check before falling asleep at a truck stop



Enterprise-grade protection without enterprise security operations.

See pages [12](#) & [15](#) (Trailer, Tractor) for how the underlying lock and immobilizer technology works.

Admiral · Chain of Custody Platform

02 - The Fleet — Dry Van & Reefer

EXPOSURE ON EVERY LANE

Cargo theft continues to rise in frequency and severity. For a fleet running dozens or hundreds of trailers, that risk isn't a one-off; it's a recurring exposure on every lane with drop-and-hook operations.

Reefer loads add a second exposure: high-value, temperature-controlled freight can be compromised even if the trailer itself never moves. An unauthorized door opening can create a cargo-integrity question that is costly to investigate and difficult to resolve after the fact.



SECURITY THAT LIVES ON THE TRAILER

Admiral turns trailer security from a per-incident insurance claim into a fleet-wide rule dispatch sets once and stops thinking about. Every trailer enforces the same rules, the same way, without a driver or dispatcher remembering to do anything.

- Security rules live on the asset, not in a driver's habits or a dispatcher's memory
- One view of lock and unlock events across the whole fleet, no separate check-in calls
- Reefer lanes get the same protection as dry van, with no separate product or install
- If a trailer is about to move with its doors unsecured, or is parked without the required protection, Admiral can enforce the required state automatically and surface the exception when intervention is needed
- **Carries over at replacement:** when a trailer retires, its equipment moves to the replacement, so the hardware is bought once rather than with every new trailer

Admiral is designed to stop unauthorized access or movement before the asset or cargo is gone.

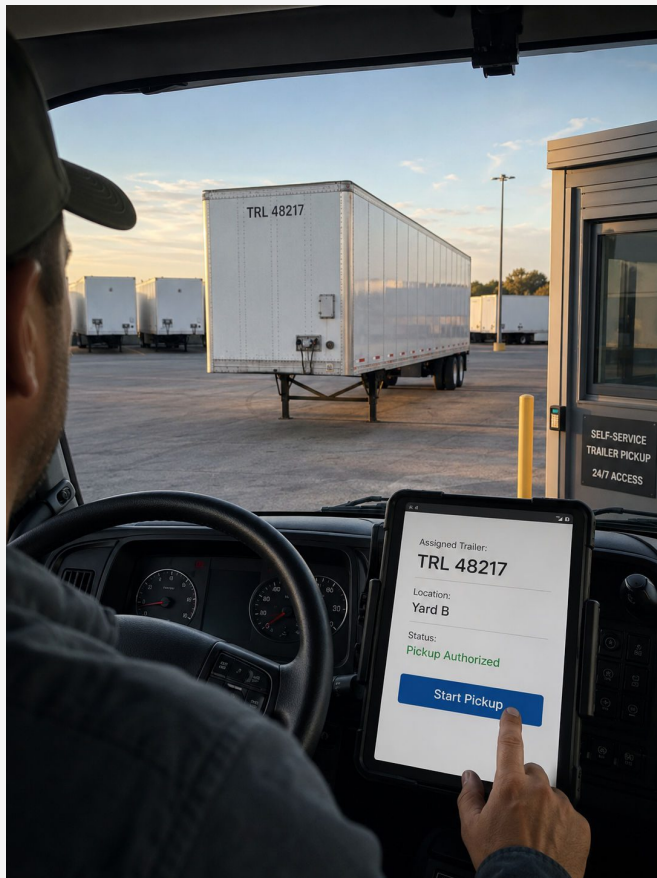
See page 12 (Trailer) for how the lock and immobilizer work together. See page 25 for the strategic-theft case.

03 - The Trailer Lessor

CONTROL ENDS AT THE GATE

Once a trailer leaves the lot, a lessor gives up much of the physical control it had at the yard. Pickup and return often depend on staffed locations, operating hours and manual handoffs, while unauthorized movement, delinquency and recovery become expensive exceptions to manage.

At the same time, the trailer itself is largely a commodity. To a renter comparing assets, one bare trailer can look much like another.



WHAT THE LESSOR GETS BACK

Admiral lets the trailer enforce who may access or move it, while making authorized pickup and return far more self-service.

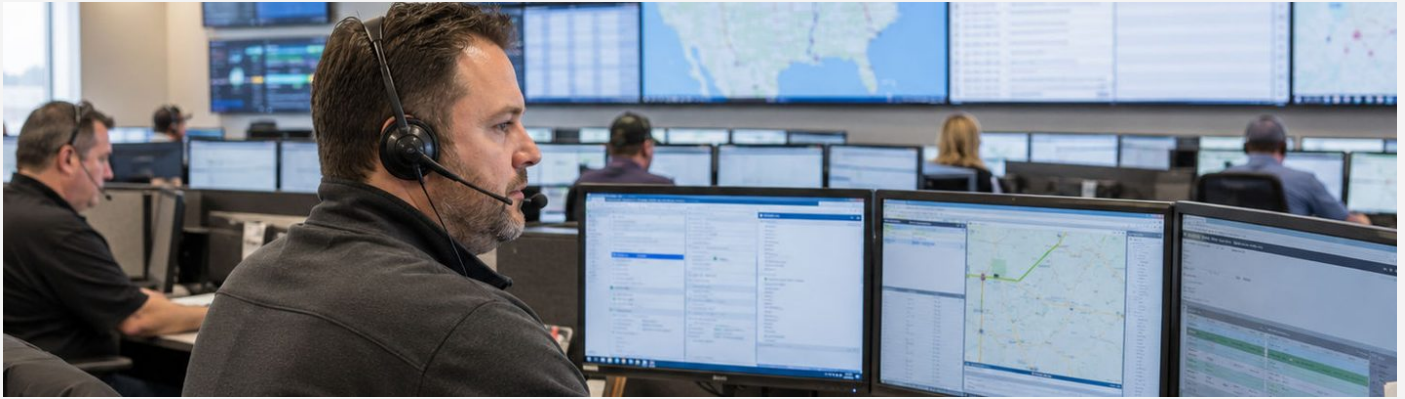
- **Pick up after hours:** an authorized customer can retrieve the assigned trailer without waiting for lessor staff to be present
- **Return wherever permitted:** the trailer records where and when it was dropped, together with its resulting physical state
- **Use remote or unattended lots:** authorized customers can access assets while the trailer itself enforces the pickup conditions
- **Prevent the wrong pickup:** a trailer that is not assigned to the presented tractor or customer remains immobilized
- **Control recovery and holds:** when movement should no longer be permitted, the lessor can change the authorization and the trailer enforces the new condition when safe to do so
- **Offer a differentiated service tier:** customers can receive automated access control, movement protection and verifiable event history in addition to the trailer itself
- **Stays with the fleet:** when a unit is retired or sold, its equipment moves to the replacement trailer, so the protection belongs to the fleet rather than to any one trailer

Admiral turns the trailer from an asset that must be supervised at every handoff into one that can manage much of its own pickup, return and protection.

Authorize the customer, not the yard hours. The trailer can manage its own pickup, return and protection.

See page 12 (Trailer) for how remote lock and release actually work.

04 - The Carrier — Drop & Hook



EVERY HANDOFF NEEDS WATCHING

Drop and hook lets a carrier keep tractors moving by leaving trailers at customer and remote yards. But every unattended handoff creates another coordination point: the right tractor has to take the right trailer, at the right time, and only after the trailer is ready to move.

That gets harder as carriers use multiple yards, outside capacity and operations that run beyond staffed hours.

WHAT CHANGES AT THE HANDOFF

Admiral lets the trailer carry the pickup conditions with it and enforce them at the asset, so routine drop and hook can run without dispatch supervising each handoff.

- **Correct tractor, correct trailer:** the trailer verifies the presented tractor and remains immobilized when the pairing does not match
- **Third-party capacity without giving up control:** an outside tractor can be authorized for a specific trailer, movement or time window without receiving blanket access to the fleet
- **Ready means ready:** loading, inspection, maintenance or other operating conditions can keep the trailer unavailable until the required step is complete
- **Drop and retrieve after hours:** authorization is created in advance and evaluated locally, so pickup works when the yard is unattended or offline
- **Automatic protection after drop:** once the movement is complete, the trailer returns to its secured state on its own
- **Physical evidence of every handoff:** Admiral records the tractor presented, the authorization applied, where and when the movement occurred, and the resulting asset state

Assign the movement. The trailer manages the handoff.

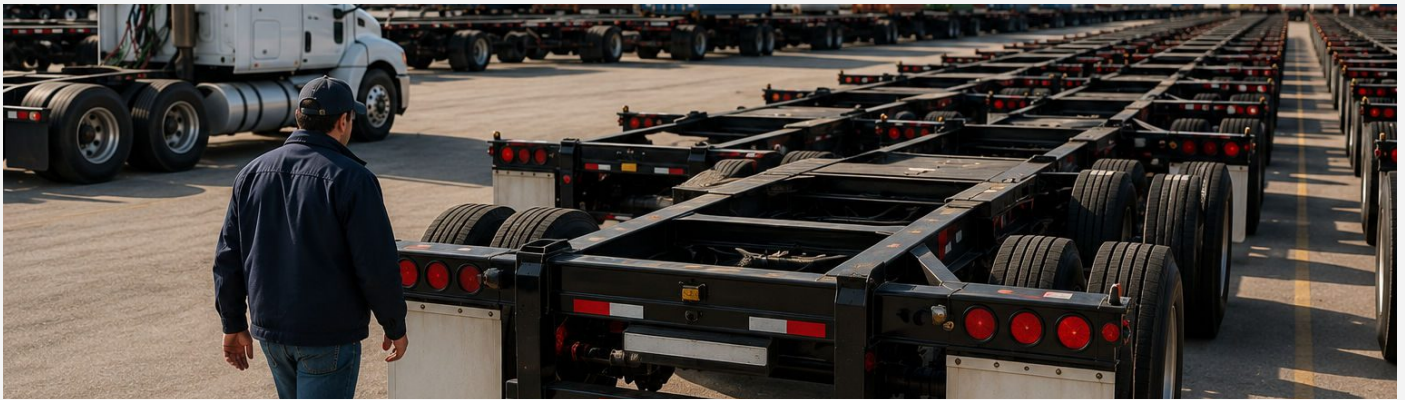
See page 7 (Fob) for how tractor authorization works, and page 12 (Trailer) for how the lock and immobilizer respond once verified.

05 - The Lease Pool

LIMITS THE ASSET CANNOT SEE

A shared pool is designed so customers can take whichever available unit meets their needs. But that flexibility still has limits: a customer may be entitled to one asset class but not another, may have a maximum number of units outstanding, or may not have access to a premium pool.

Today, those limits are often enforced through yard processes, system checks and after-the-fact reconciliation rather than by the asset itself.



ENTITLEMENTS THE ASSET ENFORCES

Admiral lets the pool operator extend customer entitlements to the physical assets. Drivers remain free to select any eligible unit, while the chassis or trailer prevents pickup when the transaction falls outside the customer's permitted use.

- **Pick any eligible unit:** the driver can take any available asset within the customer's authorized pool or asset class
- **Protect premium pools:** assets in restricted or premium pools remain unavailable to customers without the required entitlement
- **Enforce quantity limits:** additional pickups can be prevented when the customer has reached its permitted number of units outstanding
- **Support unattended pickup:** entitlements can be established in advance and evaluated locally, allowing authorized customers to retrieve assets after hours or from remote locations
- **Record pickup and return:** Admiral records who took or returned the asset, where and when, together with the resulting physical state
- **Enforce changing eligibility:** as customer status, pool access or operating conditions change, the assets respond to the updated authorization

The pool system continues deciding what each customer is entitled to. Admiral makes those limits enforceable at the asset while preserving the flexibility that makes a pool useful.

The customer picks the unit. The asset knows whether they are entitled to take it.

See page 13 (Chassis) for the pool-management mechanism, step by step.

06 - The Ocean Carrier



SHIPPERS WANT MORE THAN VISIBILITY

Shippers increasingly want more than visibility for high-value, theft-sensitive or tightly controlled cargo. They want to know not only where the container is, but who can open it, whether it followed the authorized movement, and what physically happened along the way.

Ocean carriers already offer customers value-added services around visibility, monitoring and cargo protection. Admiral adds something new to that portfolio: physical control and verifiable execution at the container itself.

A SERVICE WORTH SELLING

Admiral can turn an equipped container fleet into a differentiated security and control service that carriers can offer shipment by shipment.

- **Premium cargo protection:** offer customers containers that remain physically secured except at authorized places, times and handoffs
- **Digital seal with attribution:** provide a record of who sealed or broke the seal, where and when
- **Verified custody:** give customers evidence that the container remained secured through the journey, rather than only a location history
- **Controlled release:** destination access can follow the transportation plan automatically instead of relying on a separate manual release
- **Higher-control lanes:** combine container access, chassis pairing and custody rules for customers or cargo requiring tighter operating controls
- **Customer-visible evidence:** physical state, seal history and authorized events can be shared through existing carrier systems and customer workflows

You already sell visibility and protection. Now sell control of what can physically happen to the container.

See page 14 (Container) for the geofence lock and unlock mechanism.

07 - The Terminal Operator

THE BOX CARRIES NO HISTORY

Every container moving through a terminal creates physical events that matter beyond the terminal: when it arrived, what chassis it was paired with, where it was placed, when it was lifted again, and when custody changed.

Today, those facts can be spread across gate transactions, asset systems, driver records and the systems of other parties. The physical asset itself carries very little of that history forward.



RECORDS THE ASSET MAKES ITSELF

Admiral lets containers and chassis recognize and record their own physical interchange events, creating information that can follow the asset across terminals, rail ramps, depots and drayage operations.

- **Interchange occurs:** coupling, separation, lift and set-down events create a physical interchange record without requiring the driver to document the event
- **Container is placed in a stack:** the container detects the lift and set-down and reports its estimated position, helping locate the box and plan retrieval
- **Container changes modes or facilities:** its identity, custody and physical history continue with the asset rather than ending at the boundary of one terminal system
- **Container and chassis are paired:** the assets record what moved together, where and when
- **Chassis use begins or ends:** coupling and separation events provide independent evidence that can support usage and billing reconciliation
- **Another party needs the record:** authorized systems can read relevant asset information locally or remotely without requiring every participant to use the same operating system

Admiral does not replace the TOS. It gives the terminal and the parties around it a physical source of truth generated by the assets themselves.

The interchange creates its own record, without asking the driver to create one.

See pages 7, 13 & 14 (Fob, Chassis, Container) for how each leg of the match works.

08 - Underwriting & Risk



REQUIREMENTS WITHOUT EVIDENCE

Underwriters can require good operating practices, but they often have limited evidence that those controls were actually in force on a specific trailer or load.

That matters most for theft-sensitive freight, higher cargo limits and other risks where the difference between an acceptable risk and a declined one may come down to how the load is physically controlled.

Admiral gives underwriting a way to specify how a risk is controlled, enforce it physically and verify it was followed.

CONDITIONS YOU CAN PRICE

Admiral can turn security and operating requirements into enforceable underwriting conditions, and provide evidence that those conditions were followed.

- **Make controls enforceable:** requirements for authorized tractors, locations, access, custody or movement are applied at the asset, not only written into a procedure
- **Verify compliance load by load:** Admiral records the physical events, authorization and asset state associated with the movement
- **Differentiate controlled risks:** underwriters can distinguish an Admiral-protected load from one relying only on stated procedures or passive tracking
- **Support higher-value freight:** stronger controls and evidence can open limits, commodities or lanes that would otherwise need referral or restrictive terms
- **Create conditional coverage models:** limits, deductibles, terms or eligibility can depend on Admiral being active and its controls being met
- **Build better loss experience:** the same data supports risk engineering before a loss and claims analysis after it

When the controls change, the underwriting decision can change with them.

See pages 4-15 for how the underlying technology works.

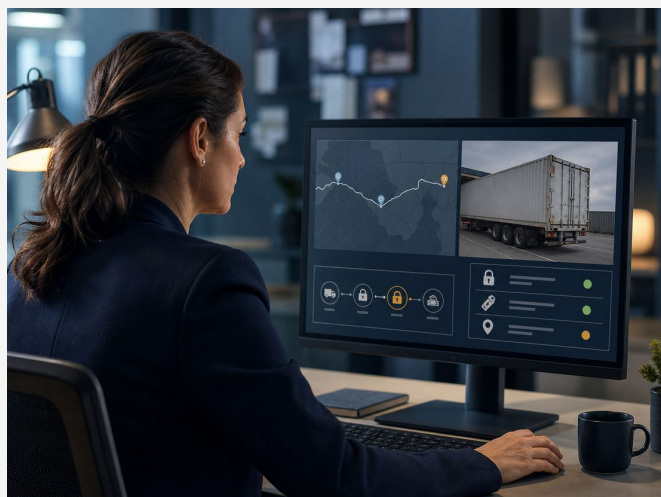
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09 - Claims & Subrogation

RECONSTRUCTING THE LOSS

After a cargo loss, investigators often have to reconstruct what happened from system records, driver accounts, police reports and the records of multiple parties.

The critical questions are physical: Was the asset secured as required? Who was authorized to access or move it? Was that authorization actually used? When and where did custody or asset state change?



EVIDENCE FROM THE ASSET

Admiral preserves a physical record of the controls, authorization and events surrounding the loss, giving claims teams evidence from the asset itself rather than relying only on accounts assembled afterward.

- **Verify whether required controls were in force:** determine whether doors, digital seals and movement protection were in the required state at the relevant time
- **Reconstruct the sequence:** see when the asset was secured, released, opened, moved or re-secured, together with where those events occurred
- **Attribute controlled actions:** identify who sealed or broke a digital seal, or whose authorization enabled an access or movement event
- **Compare authorization with execution:** determine whether the physical event followed an authorized workflow or occurred outside it
- **Clarify custody between parties:** establish when assets changed hands and what their physical state was at the handoff
- **Support subrogation and recovery:** give investigators a common evidentiary record when responsibility is disputed among shippers, carriers, lessors, terminals or other parties

The same controls that help an underwriter decide which risks to accept before a shipment create the evidence needed to understand what happened when a loss occurs.

Before the loss: enforce the required controls. After the loss: prove what physically happened.

See pages 4–15 for how the underlying technology works. See page 23 for the underwriting and pricing side.



10 - Strategic Theft

ONE UNVERIFIED LINK

Strategic theft takes many forms: carrier impersonation, compromised accounts, fraudulent re-brokering, forged instructions and deceptive pickups. The tactics change, but they share a common exploit.

Somewhere between the original instruction and physical execution, authority passes through a person or system whose identity and right to act were never actually verified.

That gap can exist even when nearly everything else about the transaction is legitimate. Consider a load legitimately tendered by a shipper to a real broker. An attacker compromises or impersonates someone at that broker and tenders the load onward to a real carrier. The carrier is legitimate. Its driver is legitimate, works for that carrier and has genuinely been dispatched to collect the freight.

At the gate, almost every check can return **yes**:

Load legitimately tendered?	Yes
Broker is a real company?	Yes
Person acting for the broker verified and authorized?	Not confirmed
Carrier is legitimate?	Yes
Driver verified and authorized by the carrier?	Yes

The driver may be entirely innocent. Yet one unverified link remains in the authorization chain, and everything downstream depends on it.

WHERE RESOLVE BREAKS THE CHAIN

Admiral Resolve makes that missing link visible. At each operational touchpoint, Resolve verifies not only the organization involved, but the identity of the person or system acting for it and whether that identity is authorized to perform the action. Each verified touch becomes part of the authorization chain carried forward with the operation.

The ship clerk can therefore see whether the authority behind the pickup remains verified from end to end, and whether any required link is **not confirmed**.

More importantly, the protection does not stop at the gate. Admiral propagates that authorization state to the asset itself. If the owner's rules require every handoff to be verified, one **not confirmed** link is enough for the trailer to refuse the operation.

The driver can be exactly who they claim to be and fully authorized by the real carrier. **The trailer can still say no, because the authority reaching that carrier passed through an unverified link.**

- **Verify every handoff, not only the endpoints.** A legitimate shipper and legitimate carrier do not prove that the instruction connecting them came from an authorized person. Resolve verifies the links in between.
- **Make missing links visible.** Participants can distinguish between a verified link, a denied link and one for which verification does not exist.
- **Carry authorization to the asset.** The authorization state propagates beyond screens and alerts to the Admiral Hub, where the asset can apply the owner's rules itself. The Immobilizer can keep the parking brakes applied, the Lock can keep the doors secured, and the Electronic Gladhand can keep the air connection unavailable while the discrepancy is resolved.

Identity verified. Authorization chain checked. Physical execution enforced.

See pages 5, 6 & 7 (Lock, Immobilizer, Fob) for how the underlying enforcement works. See page 24 for the claims record it produces.

11 - Autonomous Trucking



NO ONE IN THE CAB

Driverless trucks have begun hauling freight on public highways, and they are built to be cautious. When the road ahead is blocked, a driverless truck stops. That is the right behavior for safety, and it hands thieves a new playbook.

Box the truck in with a few vehicles and it stops where the thieves choose, on a quiet stretch of highway with no driver aboard to resist or delay them. The remote operations center sees the stop and alerts the authorities, but on a rural interstate help can be many minutes away. The thieves only need the doors open before it arrives.

A driverless truck removes the driver. Admiral makes sure it doesn't remove the protection.

THE TRAILER HOLDS UNTIL HELP ARRIVES

Admiral does not rely on a driver to protect the load. The trailer enforces the plan itself, wherever it stops.

- **Doors stay shut:** an unplanned stop is not an authorized unlock. The Lock is mounted inside the door, out of reach, and releases only at the authorized destination
- **Time works against the thieves:** breaching a locked trailer takes time they don't have once the authorities are on the way
- **Enforcement survives a dead zone:** rules are evaluated on the trailer, so protection continues even if the connection drops
- **Evidence from the scene:** the Hub records the unplanned stop, every attempt on the doors, and where and when it happened
- **Authorization follows the route:** the operator's dispatch system creates, updates and removes Admiral rules through our APIs, so the plan is enforced without anyone at the controls

Stopping the truck doesn't open the trailer.

See pages 4 & 5 (Hub, Lock) for how the trailer enforces its rules. See page 25 for strategic theft.

How to Start

Three parts, one platform. Seven pieces of equipment, four types of asset, eleven businesses built around them, all one connected system.

PART ONE - THE PLATFORM

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PART TWO - THE ASSETS

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PART THREE - THE BUSINESS CASES

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03 Trailer Lessor	p. 18	04 Carrier	p. 19
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REQUEST A DESKTOP EVALUATION

Bring us one lane, one asset type, or one operating rule. We'll configure it in Admiral and show how the asset would enforce it before anything is installed.

NAME	FLEET SIZE	EMAIL OR PHONE